

## Hawaiian Gazette

10-PAGE EDITION.

TUESDAY, JULY 14, 1891.

On the ninth page will be found a communication signed "Vigilant," calling attention to the increase of gambling banks in the Chinese quarters of this city. We have from time to time had intimations relative to the existence of these dens, which are being conducted apparently without fear of the law or its officers. Indeed, it has been intimated that Government officers share in the profits derived from this unlawful business. It is to be hoped that these reports are not true, and that efforts will be made to enforce the provisions of the law, which is plain and unambiguous. It has been asserted that the profits of one of these pakapio banks exceed a thousand dollars a month. Whether this be so or not, the profits are unquestionably large.

## FOREIGN ITEMS.

A Paris dispatch dated June 21st says, "Ministers Fallieres and Constans have had a meeting with high judicial authorities regarding the prosecution of De Lesseps. Official opinion generally tends against this prosecution, but Constans says the public feeling demands that the famous engineer be placed on trial."

The marriage of Parnell and Mrs. O'Shea took place June 25th, with the closest privacy at a place called Steyning, a few miles from Brighton.

The St. James' Gazette says Gladstone's physician fears that the veteran statesman may not recover from the effects of the attack of influenza from which he suffered in the spring as he was left rather weak by it.

The steamer *Furst Bismarck* which passed Southampton June 25th from New York made the shortest time on record between that place and Queenstown. It was five days, twenty-one hours and ten minutes.

The number killed in the Basle railway accident now reaches 120 and the injured 300.

Sir George Baden Powell, M. P., and W. Dawson of the Canadian Survey Department have been appointed arbiters in the Behring Sea conference between the Government of the United States and that of Great Britain. The first meeting of the arbitrators will probably take place in October, meanwhile the British members of the Board will spend two months cruising in Behring Sea visiting the Prebyloff Islands, etc. Ashley Froude, son of the historian is appointed secretary of the British Commission.

The following paragraphs relate to vessels at San Francisco:

Large numbers of Frenchmen contented themselves by looking at the *Flagship Dubouard*, from the wharf while fully 1,500 people visited the ship, keeping two tugs occupied until after 6 o'clock in the evening. The visitors thronged all over the ship and three young ladies even accomplished the ascent to the mizen-top. Getting aloft was a comparatively easy matter, but coming down again was more difficult, and two of the three had to be lowered to the deck by the officers of the ship.

Capt. Murphy of the ship *Shenandoah* threw his ship open to the public, and several hundreds of people, the majority of whom were ladies, visited her during the day.

The German ship *Watzens* has a band on board, which played throughout the day (21st). The ship was crowded all day, and no sooner was one dance ended than another began. She goes in a few days to Port Costa to load with wheat.

The U. S. ships *Mohican* and *Alert* went to sea from San Francisco, on the 18th June, on their cruise to Behring Sea. The U. S. S. *Marion* was to sail the week following. The steamer *Al Ki* is chartered to act as transport to take up coal and provisions for the naval vessels.

## RAILWAY BUILDING IN HAWAII.

In the May number of the *Engineering Magazine* of New York, a new publication kindly lent by Prof. Alexander, is an interesting article entitled "Novelty of Railway Building in Hawaii," over the pseudonym "Alanui Hao," C. E., whom we venture to name T. Graham Gribble, now a resident of New York city.

The article as may be supposed refers primarily to the introduction of the street railways into Honolulu, incidentally mentioning the Pearl Harbor steam line. In the June number the same writer has an article on "Business opportunities in Hawaii," in which mention is made of the Kahului line in Maui, the Mahukona line, and the projected Hilo line in Hawaii.

The writer repeats good naturedly the objections that were made to the street railways in Honolulu, and the prophecies of failure which were plentifully poured forth upon the engineer when the tramway work was first begun. But these lamentations were mostly based on sentimental grounds, as when a prominent resident said, "We are glad to see you, Mr. Hao, but not to see your railway. Cannot they find something better for you to do than to tear up our beautiful avenues?" and another who, lifting up his hands in horror, exclaimed, "You engineers are everywhere," but on the first day of January, 1889, when the first section of the line was opened, a rush of natives hanging on to the open cars struggling for seats, was soon succeeded by my "horrid friend" who was one of the first to become a regular occupant of the car. His late Majesty Kalakaua took an early opportunity of honoring the front seat and chatting pleasantly with the driver, while soon afterwards Her Majesty, then Princess, Liliuokalani ordered a special car to convey herself and her suite to her seaside residence at Waikiki.

Of the city in general, amongst other points the writer states "the telephone is probably more universally adopted in Honolulu than in any city in the United States, (he might have said, in the world), size for size. There are two rival companies who have cut rates until soda water stands have their instruments. All the marketing is done and all the daily scandal is talked through the telephone."

Concerning the Pearl Harbor line the opinion is expressed that the harbor may have a grand destiny before it, and that the railway may yet prove a bonanza to its proprietors. The cost of cutting through the bar into the lochs is estimated at probably nearer the smallest estimate \$300,000 than the largest, \$2,000,000, as the coral does not appear to be growing coral from the large quantities of fresh water flowing through the channel, experiments having proved the existence of strong fresh water currents. It is also pointed out that the promontories which divide the lochs are peculiarly suitable for warehouses as vessels of deep draught can lie alongside without dredging.

Without considering the political opinions or forecasts of Mr. Alanui Hao, we may state that his article is both amusing and instructive. To a stranger who has never visited the islands the sketches of Honolulu and its environs would convey an accurate idea, as far as concerns any of the subjects touched upon. We wish this gentleman had had or may have in the future an opportunity of inspecting the extensions of the Ewa railway as they now are with the new plantations on the line, and if his visit be deferred for another twelve months that he may steam into Honolulu harbor with thirty feet of water under him, and tie up to a wharf with the same depth alongside.

The article is pleasantly illustrated by engravings from well-known photographs. We must reserve the "business opportunities" for notice in a later issue.

## SIR JOHN MACDONALD.

The late Sir John Macdonald, whose death was announced by a recent mail, was for many years before his death admitted by all parties to be the foremost English statesman outside of England. In many points resembling Sir Henry Parkes, the Premier of New South Wales, there was this difference between the two men at the start, that young Macdonald being taken to Canada by his parents at five years of age was well educated at Kingston, Ontario, while the Australian statesman was the son of a Warwickshire farm laborer and emigrated to Sydney at the age of 24, with probably the amount and quality of education that the sons of English field laborers were likely to get seventy years ago.

Sir John Macdonald was born in 1815 (the same year as Parkes), and as we have seen landed in Canada in 1820. He was called to the bar of Upper Canada at the age of 21 and ten years later became a Queen's Counsel, having already sat nearly two years in the Parliament of Canada as member for Kingston.

Elected in 1844 he has sat in Parliament continuously for a period of over forty-six years. With the single exception of Mr. Gladstone, who entered Parliament three years earlier than Macdonald, no man of English race has been so long in public life and so thoroughly identified with public interests as the Canadian Premier. Sir John made his mark at once and entered the Cabinet in 1847, only three years after his first election.

From the beginning to the end of his career he was a staunch Conservative. He led the movement for the confederation of the various provinces and was Chairman of the London Colonial Conference in 1867, when the Imperial Parliament, led by the late Lord Carnarvon, passed the "Act of Union." For these services he was created K. C. B., and was chosen as the first Prime Minister of the dominion, a post which he held till 1873, when he resigned and led the Conservative opposition for five years, having removed for a time to Victoria, B. C., whence he was immediately returned to Parliament.

In 1878 he was again called upon to form a Ministry which continued in office till the present date, though considering that the Conservative majority at the last general election was not so large as he hoped it is more than likely that the loss of his guidance, his great influence and experience may occasion another change.

Sir John was concerned in all the chief public measures of Canada for over forty years, including Confederation, the Canadian Pacific Railway and the settlement of the State Church question by the secularization of the "clergy reserves."

He was nominated Privy Councillor in 1879. In 1884 he again visited London to assist at the formation of the Imperial Federation League, and was then raised to G. C. B.

A writer in an exchange says of Sir John: "He secured direct steam communication with Europe, the enlargement of canals, the extension of the dominion, the building of the great railroads were all fostered, and in some cases directly inspired by him. He was a constructive statesman, of a conservative temperament."

"In figure and feature he was not unlike Disraeli whom he somewhat resembled intellectually. He was one of the foremost representatives of the imperial idea. The splendor of a world-wide empire with the United Kingdom as its centre was his guiding idea. The Scots of Canada, certainly the most numerous and probably the most intelligent of the immigrants held loyalty to Sir John from the day in 1844 when he first addressed his supporters in full Highland costume on the advantage of the British connection."

Monte Carlo, Monaco's great gambling establishment, where thousands have been financially ruined and whose list of suicides is estimated at 200 a year, will close its doors in April next, Prince Charles, by wedding an enormously wealthy widow, being able to dispense with the royalty of \$240,000 now paid him. The managers of the Casino, the scene of many a tragic event, may then transfer their operations to Andorra, the little Pyrenean Republic on the Spanish frontier. The Casino's profits are estimated at \$6,000,000 a year. The transfer will, however, be a boon to Monaco, but a cause of demoralization to the simple citizens of Andorra.

## CONCERNING TOURISTS.

(FROM THE HILO RECORD.)

In many countries it is the aim of the people to attract tourists to their countries. Money is expended freely in making good roads, in building fine hostels, in making things so attractive that those who come once want to come again. And thus thousands of dollars are brought into those countries which would not be had were it not for the tourists. Do we want to attract tourists to our beautiful isles? Then why do we not try and make our places of interest accessible? Why do so many come here and leave only seeing perhaps the Pali and Volcano. Just because we do not put the other places of interest in easy access. How many who come to Kau ever see the famous Temple of Keawe, at Honanau, the Hawaiian City of Refuge? Simply because the Inter-Island company will not put themselves out to run in there and give their passengers a half hour ashore. The delay would be but little, but the sight of that famous temple would be of great delight to travelers. Then there is the finely preserved temple at Kahanalea in Puna. How many ever hear of it, much less see it? Then the old temple at North Kohala, where human sacrifices were offered scarcely a hundred years ago. Who visits it? Then nearer to our own place. How many of our tourists who come to Hilo ever see the Peepee or Natural Bridge Falls, or even get up to the lava flow of 1881? It is scarcely a mile from the landing, and yet it is so hard to it, that few ever see it. If we want to make ourselves attractive we must put our resorts of interest within easy reach of travelers. Carriage roads must be made; hostels must be built. Facilities of the best kind must be placed for them to use, and then we will be able to attract the wealthy tourist to our shores. But as it now is, with no roads, no hotel accommodations at many places. Without adequate means of conveyance, what is there to attract? Hawaii should wake up to this matter. Moneys of our Government should be freely spent in opening up good roads. We are spending too much on our Government machinery, and not enough on our home improvements. But this should not rest wholly on the shoulders of the Government. Our citizens should be more wide awake to the advantages we might derive from doing more for our tourists. United effort on our part will accomplish wonders.

Sunday morning last a party of six of the King's men left town for a visit to the Panawau Woods. In wandering about in the woods, two of them got lost and did not find their way out until yesterday afternoon, when they came out not far from the Waikanae Mill, after stopping in the woods all night.

The Spring reservoir and the big tank which supply the village with water, should not be left so that any one so disposed can contaminate the water by putting any thing harmful in it. But as it is now, any kolohē person could throw a dead cat or any other thing into either of them. The outlet from the spring is not less than a foot in diameter, and is so near the water that any one could do a great deal of mischief if so disposed.

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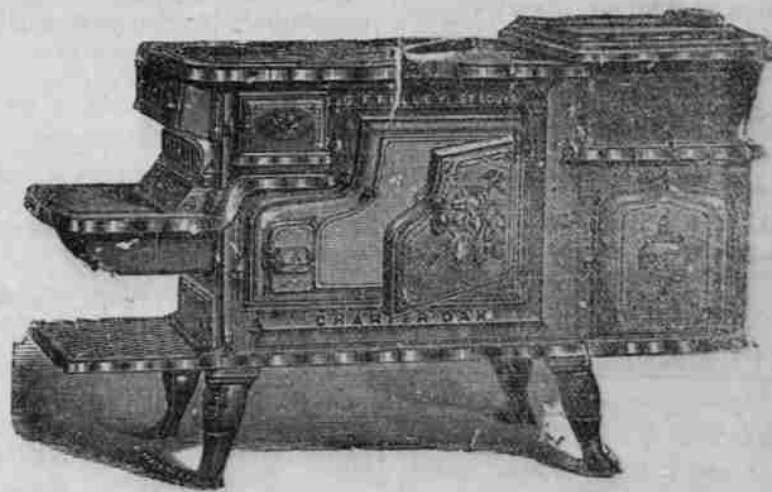
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